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ARMY AVIATION TEST BOARD FORT RUCKER ALA
EVALUATION OF THE ARMY AIRCRAFT HOT CLIMATE AND OVERWATER SURVI--ETC(U)
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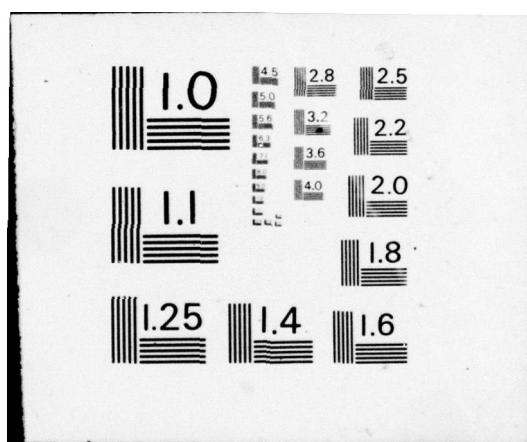
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UNITED STATES ARMY AVIATION BOARD
Fort Rucker, Alabama

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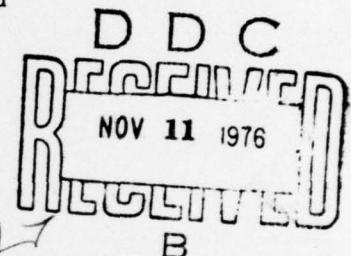
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SUBJECT: Report of Test, USATECOM Project No. 4K-3600-01,
Evaluation of the Army Aircraft Hot Climate and Over-
water Survival Kits for the OV-1() Airplane.

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TO: Commanding General
U. S. Army Test and Evaluation Command
ATTN: AMSTE-BG
Aberdeen Proving Ground, Maryland



1. AUTHORITY.

a. Directive. Letter, AMSTE-BG, Headquarters, US Army Test and Evaluation Command, 20 December 1962, subject: "Directive for Evaluation of Survival Kit for the OV-1 Airplane, DA Project No. 7X8703004, USATECOM Project No. 4K360001."

b. Purpose. To conduct an evaluation of the Hot Climate and Overwater Survival Kits adapted to the ejection seat in the OV-1() Airplane to determine their suitability for Army use.

2. REFERENCES. A list of references is attached as inclosure 1.

3. BACKGROUND.

a. OV-1()airplanes are operating in hot and cold climates, over mountains, deserts, jungles, and over large bodies of water. A requirement exists for a means of survival for each airplane occupant in the event that an airplane is forced down or abandoned in uninhabited areas.

b. Combat Development Objectives Guide, paragraph 533e(6), makes the following statement of requirement:

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"(6) Individual Survival Kits, Army Aviation (U) (Unclassified). Individual survival kits which are suitable for worldwide use in overland and overwater flights to provide a means of survival to air-crew downed in adverse or unfamiliar environment. One kit should be designed for arctic use, a second kit for tropical and hot climate use, and a third kit for overwater use. Kits will be issued as required by area or mission. (MR) (Approved: prior to February 1956) (Reviewed 3 June 1960) (D:TQMG)."

c. The purpose of the survival kits is to provide the survivor with items necessary to sustain life until rescue arrives and with signaling devices to attract the rescuer's attention. The survival kit is intended to supplement an individual's clothing and equipment. Therefore, the individual must be dressed, equipped, and armed for the environment which he will encounter after a forced landing or parachute abandonment of the airplane.

d. The Hot Climate Type 2 and Overwater Type 3 Survival Kits type classified Standard A for use in Army Aircraft and previously tested by this Board (reference 2) and not compatible with the Martin-Baker ejection seat (reference 3) installed in the OV-1().

e. The Army Aircraft Hot Climate and Overwater Survival Kits for the OV-1() Airplane were received by this Board for testing in October 1962.

4. DESCRIPTION OF MATERIEL.

a. Each type survival kit is packaged in a carrying case, PK-2 Para-Raft, with snap fasteners on one end and a zipper on the other. The case is Navy standard and fits into the base of the Martin-Baker seat.

b. Components of the survival kits are listed below:

<u>Description</u>	<u>Hot Climate</u>	<u>Overwater</u>
Container assembly	1	1
Compass, pocket	1	1
Hat and mosquito net	1	

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<u>Description</u>	<u>Hot Climate</u>	<u>Overwater</u>
Spoon, non-metallic	1	
Manual, survival	1	1
First-aid kit (see note a)	1	1
Box, match, waterproof	3	
Ration, survival, all-purpose (see note b)	3	1
Fishing-tackle kit	1	1
Container, drinking water	1	1
Water, emergency, 10-oz. can	4	
Pan, cooking	1	
Ointment, sun protective	1	1
Signal, distress, day & night	2	2
Knife, pocket	1	1
Mirror, signaling, search & rescue	1	1
Wire, snare (20 feet)	1	
URC-10 radio	1	1
Whistle	1	1
Paulin	1	

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<u>Description</u>	<u>Hot Climate</u>	<u>Overwater</u>
Hat, reversible, sun (see note c)	1	1
Matches, strike-anywhere, 20/box, w/waterproofing	1	
Desalter kit, sea water		3
Sponge, type II, size 8		1
Life raft, one-man MB-4		1
Sea marker dye		2
Packing list	1	1

NOTES:

- (a) Anti-seasickness medicine provided in overwater first-aid kit.
- (b) 860 calories per can.
- (c) Reversible (bright yellow and khaki).

5. TESTS.

a. Compatibility with Ejection Seat. The Hot Climate and Overwater Survival Kits for the OV-1() Airplane were placed in the Martin-Baker ejection seat. The installations were found to be satisfactory with respect to fit and firmness. All controls were readily accessible to the pilot with the survival kits installed. Both packs appeared to be of sufficient ruggedness to withstand the impact caused by ejection.

b. Adequacy. The adequacy of the contents of the kits was evaluated by comparison with the Hot Climate Type 2 and Overwater Type 3 Survival Kits. In consideration of the space available for stowage, the contents were found to be adequate.

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6. CONCLUSION. The Army Aircraft Hot Climate and Overwater Survival Kits for the OV-1() Airplane are suitable for Army use.

7. RECOMMENDATION. It is recommended that the Army Aircraft Hot Climate and Overwater Survival Kits for the OV-1() Airplane be type classified Standard A for use in Army aircraft equipped with Martin-Baker ejection seats.

2 Incl
1. as
2. Distribution List

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LIST OF REFERENCES

1. Letter, ATDEV-6 452, Headquarters, USCONARC, 1 March 1961, subject: "USCONARC-Approved Military Characteristics for Survival Kits, Army Aircraft."
2. Report of Test, Project No. AVN 1262, "Evaluation of the Army Aircraft Hot Climate Type 2 and Overwater Type 3 Survival Kits," US Army Aviation Board, 20 December 1961.
3. Letter, ATDEV-6 428, Headquarters, USCONARC, 20 April 1962, subject: "Report of Test Project No. AVN 1262, 'Evaluation of the Army Aircraft Hot Climate Type 2 and Overwater Type 3 Survival Kits.'"
4. Letter, ATDEV-6 428, Headquarters, USCONARC, 10 May 1962, subject: "Survival Kits for AO-1 Aircraft."
5. Paragraph 533e(6) Combat Development Objectives Guide.

Inclosure 1